

Motor Transportation Of Troops

Gen. Bell's plan to transport an entire division of United States troops from El Paso to Elephant Butte dam and return by motor truck is one which will arouse great interest throughout the army and in the war department as demonstrating the feasibility of transporting units of 12,000 or more men considerable distances over average roads by means of motor vehicles. It may foreshadow the day when infantry will become as mobile as cavalry; when troops will be far less dependent on railroads than now.

The trip to Elephant Butte by a division of United States troops will recall the day when Gen. Gallieni commanded thousands of taxicabs and other motor vehicles in Paris, loaded them with 12,000 soldiers and sped the whole command to the battlefield of the Marne in time to turn back the German army which threatened to overwhelm the capital of France. That transportation, however, did not present many difficulties which would be encountered in moving the same number of men to Elephant Butte dam and back. The roads out of Paris are among the finest in the world. There was no need for transporting supplies for the troops in the same movement. The essential thing in 1914 was to move the selected portion of the army of Paris a comparatively short distance at considerable speed and launch a severe blow with it against a wing of the German army to meet an emergency. The American army's journey to Elephant Butte dam will be more leisurely but also more arduous, and more equipment will be required.

Such movements of troops by motor truck as have thus far been attempted, though heretofore on a small scale, not more than a few companies at a time, have been entirely successful. The trucks have given satisfaction and the cost of transportation is very much less than that by rail.

It is probable the time will not come when motor transportation will enable infantry, equipped with motor trucks, to entirely displace the cavalry arm. Cavalry is of service in country where even motor trucks cannot penetrate. Much of the scouting for Villa bandits by Gen. Pershing's troops has been in mountains so rugged that men could proceed only on horse, mules or on foot. Cavalry will be needed for such purposes so long as troops operate in badly broken country, although infantry officers assert with great vehemence that, day in and day out, infantry can outdo the cavalry in a long campaign, men on foot becoming more hardened with service, while horses "wear out" under it. It has been said by a Mexican expedition that it was a "cavalry expedition," because Gen. Pershing is a cavalryman and is considered by infantrymen as partial to that branch of the service. Gen. Bell is an infantryman and the infantry is going to be given a chance in this new plan of his, say the infantry officers.

Whatever the truth in the bickering between the different branches of the army, motor transportation bids fair to tremendously increase the mobility of the army.

A Helpful Flood

The Salt River valley surrounding Phoenix was aided by a cloudburst and flood last Saturday evening. Dispatches late in the day told of an unusually heavy downpour of rain, followed by a rush of water which caused breaks in the canals and the flooding of fields. The discharges told of many thousands of dollars worth of damage, and the reader could have forgiven the impression that crops and farm land itself suffered.

Such was not the case, however. Phoenix is one of the few favored spots of the world where a flood is usually a beneficence, worth almost its weight in gold. What damage there was lay in the breaking of the canal banks, not a very serious matter, after all. All the main water gates along the canals were opened, and the water descended through the ditches to the multitude of farms, already well soaked from the rainfall.

The water as it came from the Verde valley north of the Phoenix mountains which form a half-barrier along the north side of the Salt River valley, was heavy with silt. The silt was spread thinly and evenly over thousands of acres. It was a very easy and perfect fertilization of the farm lands, adding greatly to their productivity.

This is the kind of automatic and natural fertilization which occurs in the valley of the Nile river, in Egypt. It is a wonderful aid to the farmers of Arizona and such floods the farmers welcome.

While Mexican commissioners are trying to show what great strides the Carranza government has made in restoring order in Mexico, wouldn't it be embarrassing if Pancho made good his threat to capture Chihuahua City?

Greece has sounded the entente allies on war terms and the allies have made a hollow sound. In other words, there's nothing in it for Greece.

Why is it that every time the Russian westward advance is "checked," the Austro-Hungarians fall back a day or so later?

The report of the abdication of king Constantine of Greece seems to have been founded on hope rather than on fact.

Leadville has "scooped" the United States on snow. Leadville is perfectly welcome to keep the honor and the snow.

From testimony before Judge Landis, it appears the aged millionaire Morrison should have taken out burglary insurance.

Great Britain's reply on mail interference is as much delayed as the mails themselves.

The Best Man Loses

As predicted, George A. Olney did give Gov. G. W. P. Hunt of Arizona a hard race for the Democratic nomination for the governorship, but Hunt won for the reason that, despite the most intense opposition from most business and professional men, from practically all the industries and from every daily newspaper in Arizona, 3000 more than enough people voted for him.

Every argument which could possibly be truthfully brought against Gov. Hunt to prevent his renomination was produced. It was shown that taxes had increased nearly 25 per cent, in some cases much more, during Gov. Hunt's incumbency. Letters were printed wherein eastern interests stated they were ready to invest in Arizona mines and other enterprises, but not while present conditions obtained. But Gov. Hunt was renominated.

Organized labor voted for him practically solidly. He has always been strong with the laboring men, and his position in the Clifton strike made him stronger still. The thousands of Arizona Democrats who work for wages are for Hunt, no matter what is said against him. They feel he is their friend, and he is just that. He is a better friend to the miners, building trades, and the day laborers generally than they have ever before known. At least, he is more prompt to champion any cause of labor. The trouble is, Gov. Hunt is not equally a friend to the farmer, the real estate dealer, the small grocer, the mining company and the salaried man.

It is possible the laboring men of Arizona a little over estimate the value of Gov. Hunt's one sided friendship. A great many more miners, for instance, would be at work in Arizona today had not the governor's policies and those of his clan scared out of the state the men who had money to develop mining claims. Many another line of business is suffering likewise. It is not necessary to give capital an unmerited preference in order to encourage it to invest and assist in a state's development. But it is necessary to make capital feel it will not be received as an enemy, to be preyed upon through over taxation or subjected to oppressive laws.

A good man went down to defeat in George Olney. He would have made a good governor. He was the best the Democrats had to offer. There is this to be said: The thousands of Democrats who supported him and who are so bitterly opposed to Gov. Hunt, still have exactly the kind of man for whom to vote. He is Tom Campbell, the Republican candidate for governor. Mr. Campbell is a Republican first and last, but he is also a straight forward, level headed Arizonan, without taint, foibles or feuds, who, if elected, will administer the affairs of the state impartially and will be a friend of all classes instead of merely the friend of one.

The Democrats of Maine had not learned the call of the Moose.

Why Not End The Farce?

The conferences of the American and Mexican commissioners at New London, Conn., are proceeding as harmoniously as a honeymoon, without a single point of difference, so far as the public is informed by the statements issued from day to day. The whole program is cut and dried. Everyone has a fair idea what is to be done and that complete agreement on the course of both the United States and Mexico was practically assured before the commissions met. The daily conferences consist on the presentment, by one side, of a series of statements concerning Mexico with which the other does not disagree. They read like a narrative of Mexican revolutionary history. The discussions, so called, appear to be limited to assertions and assents.

When everyone knows that the United States has long since determined to accept the declarations of the Carranza government at their face value and to withdraw the Pershing expedition from Mexico, the wonder is that there should be so much palaver. Every word issued for publication from Washington or New London shows plainly the course of the United States has been long agreed upon. The best possible construction is placed on every phase of Mexican internal and external affairs. Every effort is made either to minimize or to ignore altogether bandit activities. Though Villa has revived his activities and is causing the Mexican authorities themselves frank concern, Washington does not officially regard him as in existence. His name is not mentioned. The activities of his men bring not a word from the state department.

The commissioners for the United States accepted the statement of the Mexican commissioners that the Carranza government is in full control of Mexico, and at the same time appeared not surprised when the commissioners proposed that strong forces, both of Mexico and the United States, guard the American border. If Mexico is all "peace and quiet," why the necessity for this guard? The American commissioners seemed to see nothing strange in the suggestion that United States troops should protect their own country from citizens of another country of which its government claims to be in control. That a government should be in control and still unable to control did not seem contradictory.

It is a farcical performance, the whole series of New London conferences. Better end it and withdraw the Pershing expedition, since the administration is determined to withdraw it, anyhow, and let Mexican affairs drift along, as they have drifted in the past, and let us continue to drift so long as no strong guiding hand is in evidence.

It must command the admiration of every general to see the way General More advances day by day.

The more work and the higher wages, the more strikes. That is the way it seems to go.

Short Snatches From Everywhere

Central powers are becoming more central—Wall Street Journal.

Some candidates know a powerful sight of things that are not so—Columbia (S. C.) Record.

Worry causes wrinkles, say the men; wrinkles cause worry, say the women—Wichita (Kan.) Beacon.

There still seems to be enough left of the Serbian army to be defeated every now and then—Louisville Post.

The most dangerous humidity during a heat wave is the kind that you buy in a bottle—America (Okla.) Gazette.

Where is the man who used to loan his neighbor a ham of meat till he killed hogs?—Drumright (Okla.) Derrick.

Recent zeppelins which visited London report the people and their looking up well—St. Joseph (Mo.) Gazette.

The new preparedness coins are soon to be issued. All right; we are prepared for them—Wheeling (W. Va.) News.

The campaign cigar is now in full bloom, and alfalfa stock is rising—Raleigh (N. C.) News and Observer.

If you have the goods they can be sold without utilizing the services of a lodge emblem—Topeka (Kan.) Capital.

The man who tries to pick flaws in others is not much better than a man who is himself without flaws—Pittsfield (Mass.) News.

If some one should write a song, "The End of a Perfect Vacation," it might make at least a sensational hit—Baltimore News.

Every color has its effect on the human mind. To feel prosperous stuff your pockets with long green—Oklahoma City Oklahomaian.

The so-called "Ty Cobb of Japan" is named Itoha Marusen. Probably gets lots of scratch hits—Southern Lumberman (Nashville).

It must have been some meanly man, perhaps "an old back," who said "Life is like a woman's complexion, what we make it"—Los Angeles Tribune.

At least, if any of the guardsmen are shot on the Mexican border, they will have the consolation of knowing that they have been hit by an American bullet—Duluth News-Tribune.

The number of belligerents is now 15. One is often forgotten, but they are: Germany, Austria, Turkey, Bulgaria, Russia, France, England, Italy, Spain, Serbia, Belgium, Montenegro, Japan, Portugal and San Marino—San Francisco Chronicle.

The British government has decided to impose a tax upon the royalties charged by American authors for the production of their plays in England. The number of American authors will be grievously affected, because not subject to this tax—Seattle Post-Intelligencer.

If Villa would only stay dead it would be pleasant going in the watching and waiting game. But, Villa is not dead or alive, the cost of the watching and waiting game now rounds up about \$130,000,000, and is expected to foot up \$200,000,000 before Christmas—Baltimore American.

President Wilson seems to think he will have to employ commercial retaliation to get the allies to let up in their blockade of American trade with Germany and German trade through European neutrals. But in the special case of the allies have a strong battery—Toronto Mail and Empire.

Railroad Crossing More Dangerous Than Overwork Speed Maniac, Beating a Train, Often Victim

By HOWARD L. RANN.

THE railroad crossing is a modern substitute for sudden death which kills more people every year than overwork.

When the railroads of this country were laid out, civil engineers were harder to find than a patient chiropodist. Great care was taken to locate the crossings at some point where nobody could see five feet on either side of the right of way without climbing a telegraph pole. After this had been accomplished, a few laws were written which prevented anybody from collecting damages as a result of being killed or injured on the highway of our land in touring cars with loose brake bands and stuttering carburetors, and the undertaking business began to look up.

There are few more harrowing experiences in life than to approach a railroad crossing at night in a rain storm, with the curtains up and the engine missing. This is particularly the case if the crossing is situated in a low gully flanked on either side by steep curves and bluffs 30 feet high.

The law says that a man, thus situated, should stop his car, climb up 18 inches of clay mud and walk three-quarters of a mile down the track in each direction before proceeding. If he fails to do this and is accidentally shredded by a wild freight, all he can recover is the price of a rear fender and a new tail light.

A prolific cause of railroad crossing accidents is the speed maniac with a head shaped like a rat tail who thinks he can beat the afternoon limited to the crossing in a 1908 touring car. When one thinks of the number of innocent people whose lives are jeopardized every day by these road insects, he yearns for a law which will require a brain test with every license number. The driver who is in such a hurry that he cannot wait for heaven's sake to pull up at 32 miles per hour is likely to have all eternity in which to reduce speed.

Some day there will be no railroad crossings running into blind alleys, but until that day comes it is better to slow up and make sure than to hurry and fragmentary manner.

Copyright by George Matthew Adams.

time friend whom he had not seen in 16 years. Mr. Adams was standing talking with a crowd in the Sheldon—no, not bar, lobby—and, as usual, was punctuating his conversation with "huh" after every sentence. He stepped W. H. Chambers, a grain broker of Omaha, Nebraska, who had known Adams 16 years ago in Chicago. "I know you," he said; "you are Chambers Adams, there is one name in the world who says 'huh' after every sentence, and I knew him 16 years ago." Adams admitted that he was caught and lemonade followed.

Here is a plaintive appeal that comes from a mother in Indianapolis. She has lost a son, somewhere out here in the great southwest and she wants to locate him alive or his grave if he is dead. Robert Jordan is the name of the son, and the mother, Mrs. Thomas Jordan, writes from 823 North Davidson street.

At it when all I had to do was just point the gun and kill the animal."

Sometimes a habit is worth while. In the case of Chamber Adams it reunited him this week with an old

friend whom he had not seen in 16 years.

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YOU KNOW I BELIEVE IN GIVING EVERY ONE A GOOD TIME—LET THEM LIVE—AS I USED TO TELL MY RICH UNCLE BEFORE HE DIED—AS WE JOURNEY THROUGH LIFE LET US LIVE BY THE WAY—I SPEND MY MONEY—IT WON'T GOING TO HOARD—IT UNTIL I DIE AND LEAVE IT TO OTHERS

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LISTENING TO A TIGHTWAD WHO NEVER BLEW MORE THAN A DUCK IN ONE NIGHT BRAGGING ABOUT THE WAY HE BLOW HIS DOUGH

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Abe Martin



youself think in a 10-cent store. No-buddy kin write as putty a letter as th' feller who is "sorry, but can't be with you."

(Copyright National Newspaper Service.)

Indianapolis, where she would be glad to receive any information about her boy. She says she and her husband are rapidly aging and they want to locate their boy or find his grave before they pass out of this world. The boy was last heard from in El Paso, he writes; then the parents heard that he had been killed by a man who found the body and had it interred beside the remains of his own son. The missing young man was about 200 pounds, eyes the fond mother, and had brown hair and eyes. Here is a chance to cheer him up at least relieve two aching old hearts. If you know anything of the missing boy, somewhere, some time your boy may be missing.

Being a quartermaster is one busy

little job," sighed Lieut. Col. Fred T. Pusey, chief quartermaster of the Pennsylvania division of the national guard, as he signed a requisition in compliance with the usual army red tape. "You have to requisition for everything," he said, "and there are different forms of requisitions for different things, over 200 in all. The mother of a soldier has to call on me for a requisition on which to make a requisition for requisition papers for a certain article he had to requisition for his company."

The lack of knowledge of border affairs generally among people in other parts of the United States is reflected in an editorial comment by the Detroit Daily Free Press upon a recent address by chaplain Atkinson, of the 33rd Michigan regiment, at El Paso. The editorial refers to the regiment as stationed at El Paso, New Mexico, and assures chaplain Atkinson "and the

other hand, there is a subsurface sympathy for the allies, which is shared equally by native Americans and the Frenchmen. Last winter several bazars were held for the benefit of the Belgian and French war sufferers. Or, there is for America first and always."

"Why not start the public market off next Monday with a big public dance," suggested Jack Dawson, the city clerk, Friday. "There are thousands of feet of surplus and unsold goods in the city that would delight the dancers. Thousands of people undoubtedly will attend the opening of the market. While no formal program has yet been arranged, a great many people believe that a dance would be fine. Out on the coast, municipal dances on the newly paved streets have become immensely popular. There will be music at the public market opening, and a great number of dances are all being familiarized themselves with the market."

"The weather has settled down sufficiently to start work in earnest on putting the city's streets in good condition, said Alderman H. C. Burns. "We have 11 wagons working and street gangs employed in a number of different sections of the city. During

milliamen with him in New Mexico, that Detroit is with them in spirit, etc."

TWO WOMEN AND A BOY VICTIMS OF AUTO ACCIDENTS

Struck down by a light Ford truck at Overland and El Paso streets, Mariana Mendora, a young woman residing at 702 East Fifth street, sustained severe bruises about the body Friday afternoon at 2:30 o'clock. Edward King, who was driving the truck at the time of the accident, stopped within a few feet after the accident and assisted in taking the young woman to the emergency hospital. She was later taken to her home on Fifth street.

Mrs. George Beakley, of 2047 Memphis street, was struck down by an automobile driven by M. T. Thomas, Friday afternoon, on Overland street, and slightly injured. Mrs. Beakley, prior to the accident, attempted to cross the street and was not seen by the motorist until the automobile was but a few feet away. She was taken to the emergency hospital only a block distant, for medical attention and later removed to her home.

Thomas Tepeda, a young boy residing at 412 East Fourth street, was slightly bruised Friday evening at 6:30 o'clock when the bicycle he was riding was struck by an automobile driven by Louis Myers at Stanton and Third streets. The young boy was hurried to the hospital in the Myers automobile and was found to have been but slightly hurt. The bicycle was badly damaged. The accident occurred when Tepeda attempted to turn into Stanton from Third street and collided with the automobile.

THAT'S THE SAME TOBBIE WHO WAS IN HERE LAST NIGHT. SAID HE'D BEEN ROUGHING IT UP AT NEWPORT. SLEPPED ME FIVE PENNIES FOR A TIP—HEY EDDIE!

IF HE HAD A CORNER ON THE INVENTS OF THE WORLD HE WOULDNT GIVE A DOG A FLEA.

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Should Wear American Colors With Mexican French People of New Orleans Loyal To U. S.

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